

FREIGHT SHIPMENTS LIGHT

Large Falling Off in Business When Compared with This Time Last Year.

Both Through and Local Traffic Affected by the Shutting Down of Industries—The Pennsylvania's Telephone System.

The train records show that in the week ending July 15 there were 573 more loaded cars received and forwarded than in the week preceding, yet, when compared with the business of the corresponding weeks of 1892 and 1891, it will be noticed that business is at a low ebb. In the corresponding week of 1892 there were 2,991 more loaded cars handled, and in 1891 2,020 more. While a certain percentage of this falling off is due to the slow manner the new wheat crop is coming to market, the principal cause is the inactivity of the industries. Not at any time in the last twelve years have the shipments of local manufacturers been so light, and a freight man, in speaking of this, remarked: "Yes, and this is true all over the country. On Saturday I met a commercial agent at Pittsburgh, and he said that not in the last twenty years has the freight tonnage of Pittsburgh been as light as through the month of June, and, what was worse, he could see but little encouragement for the fall and winter traffic." The shipments of flour and live stock are no heavier than in July, 1892, but the shipments of grain and manufactured products are the lightest of any July in many years. To say that the fast-freightline agents are discouraged and looking for unpleasant news in the way of cutting down expenses is no exaggeration. Local business conditions are more flat. The wholesale men are shipping but little, the furniture and lumber makers are not loading one car where they usually load ten. The platform men have plenty of time to smoke and talk politics, but have nothing to say as regards striking for more wages. The opinion is ventured that by Aug. 1 there will be a general improvement in business. Below is given the number of cars received and forwarded at this point for the week ending July 15, as compared with the corresponding weeks of the preceding two years:

Name of Road.	1893.	1892.	1891.
L. N. & C. Air-line.....	376	371	339
L. & N. W.....	324	411	491
L. & E. D.....	730	673	630
L. & W.....	570	601	674
(1 & V.....	669	629	699
(2 & V.....	1,009	1,009	1,009
Penn'a lines.....	630	635	629
Peoria & Eastern.....	1,809	1,438	1,485
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Big Four.....	1,352	1,501	1,678
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Vandalia.....	1,735	1,974	1,571
Totals.....	15,092	17,693	17,022
Empty cars.....	19,113	22,305	21,786

War on the Ticket Scalpers.

The Minnesota ticket brokers and the Minnesota railroad companies have buckled on their armor for a fight to the death. The new anti-scalper law, passed on April 19, goes into effect this week and is very stringent. It makes it a State offense for any man to sell, barter or transfer railroad tickets or other evidence of the holder's right to travel, except he be provided with a license from the railroad or steamboat company over whose lines said ticket is issued, and also with a license obtained from the Secretary of State within ten days after the issuance of the company's certificate. Every agent of every railroad company represented in this State must be provided with a certificate of authority, by his company, next Wednesday morning, and also with a State certificate on or before Saturday, July 22, or be liable to arrest or prosecution under the law as a scalper. Nearly all the railroads having ticket agents in Minnesota have already provided them with certificates, and when the test day comes these agents will have no doubt but that every agent will have a State certificate singly in his possession. Should any agent be detected in violation of this matter some interesting complications may arise. All scalpers have decided to ignore the law. A test case will be made up as a result of the Supreme Court, which will pass upon the law's constitutionality.

The Pennsylvania's Telephone.

The Pennsylvania Company has just made an addition to its facilities which marks an important advance in railroad history. A system of long-distance telephone connections has been established between the most important points along the system, including New York, Jersey City, Philadelphia, Wilmington, Baltimore, Washington, Harrisburg, Altoona, Pittsburgh and Chicago. The wires in this city run into the private office of the executive officers of the Pennsylvania Railroad Company, so that the responsible heads of the company have within their reach the means of instant communication with one another. The system is for the exclusive use of the higher officials of the company and for the transaction of the company's business, and under no circumstances will the privilege be extended. No outsider will be allowed to use, even though he may desire to talk to one of the officials of the company. The introduction of the new system is credited to Third Vice President Charles C. Fugh, who gave the scheme his personal attention, even to the making of the contracts with the telephone companies.

Fast-Freight Lines Cutting Down Expenses.

Mr. A. L. Lafferty, Canada Southern agent at Cincinnati, will retire on Aug. 1. Mr. Lafferty has been connected upwards of thirty years with the C. H. & D. road, and has been a faithful agent.

Mr. Edward Wally, foreign freight agent of the New York Central lines at Boston, has retired, and Mr. J. L. Snelling has been appointed in his place.

Mr. William Bond, Blue Line agent at New York for twenty years, will retire Aug. 1.

William B. Hoyt, Canada Southern line agent at Philadelphia, has resigned.

Boston to Vancouver.

The Pacific coast extension of the "Soo" railroad, it was announced by the company last night at St. Paul, will be ready for trains by Sept. 15. Arrangements are being perfected for the starting of trains between St. Paul and Menom. N. D., July 31, and the sixty miles to a connection with the Canadian Pacific will be completed by Sept. 1, when trains will run between Boston, New York, and Vancouver, via St. Paul.

Big Suit Against the F. W. & W.

C. G. Patterson, the principal contractor on the Findlay, Fort Wayne & Western railroad, has filed a lien against the com-

pany for a balance due him for work not called for by his contract amounting to \$242,265.92.

In the Week Ending July 15 the Pennsylvania Line Handled at Indianapolis 5,538 Cars; 3,430 Being Loaded.

The Big Four lines showed some increase in business at Indianapolis over the week ending July 8, handling here a total of 10,210 cars, 7,761 being loaded, which was an increase of 324 loaded cars in the week ending July 15.

The Cincinnati, Hamilton & Dayton was a little off last week, handling at Indianapolis but 1,033 cars, 790 being loaded. Increased inquiry for empty cars from the I. D. & W. makes a better exhibit probable the coming week.

Traffic with the Peoria & Eastern is still below its usual volume. But few roads feel a light grain movement more seriously than does the I. D. & W. Last week the two divisions handled at Indianapolis a total of 1,563 cars, 1,339 being loaded.

The west-bound movement over the Vandalia last week was the lightest of any week in years, dropping to 677 loaded cars. Its east-bound tonnage was very satisfactory, reaching 1,072 loaded cars. Fully 50 per cent of the east-bound business is live stock, and fruits and vegetables from Southern points.

With most lines the loaded-car movement is about evenly divided. The Pennsylvania line (Indianapolis division) brought in last week 629 cars, and forwarded 577 loaded cars. The Erie line division of the Big Four brought in 838 and forwarded 911 loaded cars. The Louisville division of the Pennsylvania brought in 504 and forwarded 430 loaded cars.

Personal, Local and General Notes.

Channery M. Dewey, president of the New York Central, has postponed his trip to Europe.

The Wabash earned the first week in July \$270,230, an increase over the corresponding week of 1892 of \$21,104.

A. E. Robbins, superintendent of the Toledo division of the Columbus & Hooking line, died, spent Sunday with friends in this city.

Chalmers Brown, president of the Railway Officials' and Employers' Association, spent Sunday with his aged mother, in this city.

C. D. Harper, formerly with the Monon, has been appointed contracting agent of the Chicago & Milwaukee steamer line, with headquarters in Chicago.

The latest report is that Dr. Creamer, treasurer of the east end of the Chicago division of the Big Four, is also to be given the west end, with an assistant.

The Pennsylvania holds the record for carrying the most passengers in a single day, carrying 378 through passengers.

William H. McGee, said to be the oldest passenger conductor in the United States, died at his home on Friday last at Petersburg, Va. He had run a train for fifty years.

Rumors unfavorable to the future of the Louisville, Evansville & St. Louis road are being spread, and it is being said that the road is being sold to a receiver. Careful inquiry failed to get any foundation for such a report.

The establishing of a through line between Louisville and Chicago over the Ohio & Mississippi and the Big Four is bringing cars of the O. & M. through Indianapolis for the first time in the history of that road.

Travel from Chicago is now fully as heavy as to Chicago. Train 18, over the Big Four on Saturday brought out of Chicago 285 passengers, and the trains of the Monon and the Panhandle coming south were crowded.

While the eight-dollar round-trip rate, Indianapolis to Chicago, was in force the three lines over which it was in effect, the Indianapolis proper, according to its population, than they took out of Cincinnati its eight-dollar round-trip rate.

The Chicago & Eastern Illinois earned in the first week of July \$22,500, an increase over the corresponding week last year of \$3,300. This road has earned since Jan. 1, 1893, \$1,365,395, an increase over the corresponding period of 1892 of \$237,679.

The stockholders of the Peoria, Decatur & Evansville have, after considerable dilapidating, rather the consolidation with the Chicago & Ohio River road, and approved of the new joint issue of \$10,000, 600 five-per-cent consolidated bonds.

Thomas McElmerdon has been assigned to run the wheel passenger engine 130, of the Big Four, which has been in several wrecks and is just rebuilt from the wreck of a few weeks ago at Lafayette. Until in the morning order the engine will haul freight.

Report has it that General Manager Greene is to make J. H. Garaghty purchasing agent of the Cincinnati, Hamilton & Dayton. Mr. Garaghty has been in several places, but has been almost everywhere with General Superintendent Van Winkle and Chief Engineer Kittredge, the western line.

A prominent railroad man, who chanced to be in the train shed of the Union station on Saturday, remarked: "Those in charge of trains in these sheds should come to St. Louis, and see the cars of the Pennsylvania. If it took an hour to get a train in line with those standing beside it, it would be done, as it greatly aids in a stranger and his train."

By order of John Egan, superintendent of the train agents on the Big Four system, the train agents which have been for some time running on the old Erie line division of the Big Four and on the Peoria & Eastern lines are transferred to the Chicago division, running through from Cincinnati to Chicago. The Peoria & Eastern lines will change at Indianapolis as heretofore.

E. A. Peck, general superintendent of the St. Louis & Iron Mountain road, spent Sunday with his family in this city. He is rather a carman, says he has been in his position thirty-five days, and twenty-five of those he has been on the line. He has been over every foot of the road, and the company owns, most of it two or three times. He says he finds a much better class of railroad men on that system than they have been reported to him to be.

Two or three bright, popular local railroad men have under contemplation the establishing of a brokerage bureau, the purpose being to procure rates for shippers to the best advantage, having arrangements with the roads to get all advantage there is in rates and paying the bureau men four per cent on all the business they secure for the road. The friends of the bureau take the position that this method of doing business would be much more economical for a road than keeping a half dozen men as solicitors at such a place as Indianapolis in the interest of the roads and fast-freight lines.

GENERAL WEATHER BULLETIN.

Forecast for Monday.

WASHINGTON, July 16.—For Indiana—Generally fair Monday, preceded by showers to-night in southeast portion; warmer in central portion; westerly winds.

For Illinois—Fair, preceded in southern portion by local showers; northerly winds; slightly cooler in northern portions.

For Ohio—Local thunderstorms to-night, followed by fair during greater portion of Monday; warmer; southwesterly winds.

Local Weather Report.

IN ANAPOLIS, July 16.

Time. Bar. Ther. W. Wind. Weather. Precip.

7 A. M. 29.92 70 93 South Cloudy 0.12

7 P. M. 29.84 74 80 North Cloudy 0.12

Maximum temperature, 88; minimum temperature, 64.4. The following is a comparative statement of the temperature and precipitation for July 16, 1893:

Normal..... 78..... 0.16

Mean..... 78..... 0.12

Departure from normal..... 10..... 0.04

Excess or deficiency since Jan. 1..... -13..... -0.51

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Plus.....

Observer, Weather Bureau.

NEWS IN SUNDAY'S JOURNAL.

Resume of Important Events at Home and Abroad Chronicled in the Issue of July 16.

Eight of the persons prostrated by heat at Chicago died.

The gold reserve is steadily climbing to the \$100,000,000 mark.

An English war ship has been hurried from Malta to Alexandria on rumors of impending trouble.

Forty-five victims of the Pomeroy (Ia.) cyclone were removed to hospitals at Sioux City. One died on the way.

The Tories have mapped out a new programme for obstruction of the home-rule bill in the debate on the estimates.

Lightning struck the camp of the Wisconsin National Guard, killing one soldier and wounding six others and a woman.

The German army bill has been finally passed by a majority of sixteen votes and the special session of the Reichstag closed.

A train near Bilbao, Spain, was derailed by a landslide, dropping to 677 loaded cars. Its east-bound tonnage was very satisfactory, reaching 1,072 loaded cars. Fully 50 per cent of the east-bound business is live stock, and fruits and vegetables from Southern points.

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The Schlessinger syndicate, of Neganue, Mich., one of the largest mining corporations in the world, representing \$30,000,000, is in financial difficulty.

Governor Altgeld has appointed Hon. John Ervin, of Indiana, as superintendent of the Indiana Asylum for Kankakee, and Mr. Ervin has accepted.

In a fight with 600 pirates in Chinese waters, recently, six American sailors were killed, three gunboats routed and the ships they were guarding captured by the freebooters.

National League Ball Games—St. Louis 8, Brooklyn 1; Pittsburgh 13, Washington 3; Boston 7, Cincinnati 4; New York 7, Cleveland 3; Chicago 9, Baltimore 1; Philadelphia 7, Louisville 6.

(From the Second Edition of the Sunday Journal.)

The Columbus Handicap.

CHICAGO, July 15.—Rudolph won the money and Yo Tambien the glory in today's Columbus handicap, the greatest race ever run in the West. Conceding seventeen pounds to the winner, the Kendall stable mare was but a half length behind when the finishing line had been struck, and she was probably a second or two the best. A length and a half away came another Western horse, Ray S., who was only a half length in front of London. James fifth. The first of the two Eastern horses, Diablo and Lamplighter, Michael came next, and Morello, carrying the public's money, and an injured jointing horse, were last.

What figure the great Futurity winner might have cut but for an accident at the mile post will never be known. In some way he was thrown, and he fell on his side of his head. After the race he limped when being led to the stable.

After the race, the crowd of eighteen thousand when the big race was called, was a scene of confusion. The race was nevertheless the world's record for a mile and three-eighths was equaled in the Columbus handicap.

In the betting for the handicap, Morello was marked 5 to 2 on most of the books, with 8 on one or two boards. A steady flow of money wore the board down until it was 8 to 1 on Morello. The Kendall stable pair, Yo Tambien and Maid Marian, and Rudolph were second favorites at all times, going 3 to 1, 4 to 1, and 5 to 1, respectively. Diablo, the Brooklyn handicap winner, was 10 to 1, and London and Santa Anna were 10 to 1. Lamplighter was given 10 to 1, and when the race passed, and the most applause was lavished upon Morello, Yo Tambien and Maid Marian did not parade.

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